

The Chinese Mail

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HONGKONG, SATURDAY, MAY 12, 1888.

丁酉四年四月初二日

Price, \$2 per Month.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Glen's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HINDY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W.M. WILLIS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—ADELINE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WINN, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CYPRUS.—W.M. SMITH & CO., The Apothecaries Co., Colombo.

SINGAPORE STRAITS, &c.—SAVAGE & CO., Singapore. C. HEINZEN & CO., Manila.

CHINA.—MACAO, F.A. DE CRUZ, Suato, Quelch & CO., Amoy, N. MOALIE, Foochow, Hedges & CO., Shanghai, Lanz, Crawford & CO., and KELLY & WALSH, Yokohama, LANE, CHAWARD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sumless than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more in their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,600,000
RESERVE FUND, \$3,000,000
RESERVE LIABILITY OF PRO^{IT}, \$7,500,000
PRIORITIES, \$7,500,000

COUNCIL OF DIRECTORS.
Chairman—HON. JOHN BELL IRVING.
Deputy Chairman—W.H. FORBES, Esq.
C. D. BOTTOMLEY, S. C. MICHAELSEN,
Esq.
W.G. BROOME, Esq.
H.L. DALRYMPLE, L. POSENECKER, Esq.
Esq.
B. LAYTON, Esq.
Hon. A.P. MCWEEEN.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
Manager.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

Intimations.

GOVERNMENT NOTIFICATION.

A WARDMASTER is required at the GOVERNMENT CIVIL HOSPITAL. Emoluments of the office \$50 per month, rising by annual increments of \$5 to \$60, with uniform, furnished Quarters, Fuel, and Light.

Applications with Testimonials to be forwarded to the COLONIAL SECRETARY not later than the 21st instant, at the GOVERNMENT CIVIL HOSPITAL.

By Command,
FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 2nd May, 1888. 713

NURSE.

A CERTIFIED NURSE is anxious to obtain Free Passage to England and give services and take entire charge of children to be sent home, an invalid, or nursing duties in any capacity. Highest testimonials and references.

Address, Mrs. G. Temperance Hall,
Shanghai, 27th April, 1888. 741

Intimations.

PERSEVERANCE LODGE OF
HONGKONG.
No. 1165.

PERSEVERANCE LODGE OF
HONGKONG.
No. 1165.

A regular MEETING of the above LODGE will be held in the FAIRMASON'S HALL, Zetland Street, on MONDAY NEXT, the 14th instant, at 8:30 for 9 p.m. precisely. VISITING BRETHREN are cordially invited.

Hongkong, May 8, 1888. 746

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCREDITED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM

JAPAN AND CHINA.

ON the 19th May, at Noon, and fortnightly thereafter, until further Notice, the Company will maintain a DIRECT SERVICE between HONGKONG and LONDON, VIA MARSEILLES.

This improved service will abolish all Transhipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine. The attention of passengers is specially called to the greatly improved SECOND-SALOON accommodation and attendance.

E. L. WOODIN,
Superintendent.

Hongkong, May 8, 1888. 744

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the Company will be held at the HONGKONG DINING-HALL, on MONDAY, the 14th day of May next, at 3 o'clock in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1887.

The REGISTER of SHARES will be CLOSED from SATURDAY, the 5th inst., till MONDAY, the 14th Inst., both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT,
Acting Secretary.

Hongkong, May 3, 1888. 717

NOTICE TO MARINERS.

No. 207.

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

NOTICE is hereby given that—on account of a recent Survey of a Section of the SOUTHERN ENTRANCE to the YANGTZE showing that a Middle Ground or Shoal, from ½ to ¾ of a mile in width and having from 6 to 18 feet of water on it, stretches nearly 7 miles in a South-easterly direction from a point N. 64° E. distant 2½ miles from the Kiutao Beacon, and that the Channel to the North-eastward of this Middle Ground is wider, deeper, and more direct than the one on its South-western side—the following Changes have been made in this vicinity:—

KIUTAO LIGHTSHIP.
This Vessel has been moored in 4 fathoms off the South-western Edge of Blockhouse Shoal, with the Kiutao Beacon bearing S. 71° W. distant about 3½ miles.

MIDDLE GROUND UPPER BUOY.
A red and black vertically striped Buoy, surmounted by a black triangular Cage, has been moored on the North-eastern end of the Middle Ground in 3 fathoms, with Kiutao Beacon bearing S. 65° W. distant about 2½ miles.

MIDDLE GROUND LOWER BUOY.
A red and black vertically striped Buoy, surmounted by a black diamond-shaped Cage, has been moored on the South-eastern end of the Middle Ground in 3 fathoms, with House Island Beacon bearing N. 23° W. distant about 4½ miles.

BLOCK-HOUSE SHOAL BUGY.
This Buoy, No. 2 in the published List for 1888, has been removed.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

CAUTION.—Vessels should not attempt to pass to the North-eastward of the Kiutao Lightship after which they may steer to make a course N. 56° W. till the Small Kiutao Beacon bears S. 45° W.

NOTICE is hereby given that the Ordinary Yearly MEETING of the Company will be held at the 38, Queen's Road, on WEDNESDAY, the 16th instant, at 3 o'clock in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1887.

The REGISTER of SHARES will be CLOSED from SATURDAY, the 12th instant, to WEDNESDAY, the 16th instant, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT,
Secretary.

Hongkong, May 9, 1888. 755

A. M. BISBEZ,
Customs Inspector.

A CERTIFIED NURSE is anxious to obtain Free Passage to England and give services and take entire charge of children to be sent home, an invalid, or nursing duties in any capacity. Highest testimonials and references.

Address, Mrs. G. Temperance Hall,
Shanghai, 1st May, 1888. 743

Business Notices.

LANE & CRAWFORD & CO.

ARE NOW FULLY STOCKED WITH THE FOLLOWING

SEASONABLE GOODS:

MAISON'S EAU DE COLOGNE.
HERDIES' HAIR WASH.

EAU DE QUININE HAIR WASH.

CALVET'S CARBOLIC SOAPS.

CARBOLIC SOFT SOAP, HOUSEHOLD CARBOLIC SOAP, CANMORE PIGMENT-SEAT SOAP.

PLATE'S TRANSPARENT SOAPS, SCENTED SOAPS, and BATH SOAPS.

CALVET'S STRONGEST CARBOLIC ACID.

CALVET'S CARBOLIC POWDER in 1lb Dredges.

LARGE BATH SPONGES and FINE TOILET SPONGES.

BATH TOWELS and WRAPS. FLESH BRUSHES and SCRUBBERS.

TOILET VINEGAR.

LAVENDER WATER.

CEREBRUM TOOTH PASTE.

LAU-TAI-KEE DENTIFRICE.

LIME JUICE & GLYCERINE.

CARBOLIC SOFT SOAP.

HOUSEHOLD CARBOLIC SOAP.

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LARGE BATH SPONGES and FINE TOILET SPONGES.

BATH TOWELS and

THE CHINA MAIL

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship *Metapedia*, Captain Purvis, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Instant, or they will not be recognized.

RUSSELL & CO., Agents.

Hongkong, May 11, 1888. 780

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & CO., Agents.

Hongkong, May 10, 1888. 770

STEAMSHIP SINDH.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex Steamships *Troydon* and *Indus*, from Antwerp, ex Steamship *Koninklijke*, from Havre, ex Steamship *Indus*, and from Borsig, ex Steamship *Ville de Lille*, in connection with the above Steamer, are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk in the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless notice to the contrary be given from the Consignees before Noon To-day (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Saturday, the 19th May, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, May 10, 1888. 769

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenclod*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day, the 10th Instant.

Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHEWS & CO., Agents.

Hongkong, May 10, 1888. 773

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Lydia, Captain G. Petersen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow, the 8th Instant.

Any cargo impeding the discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Inst., at 4 p.m.

No Fire Insurance has been effected.

SCHMIDEN & CO., Agents.

Hongkong, May 7, 1888. 742

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S West Point Godown, whence delivery may be obtained.

Cargo remaining undelivered after 15th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 14th Instant.

Bills of Lading will be countersigned by

DAVID SASOON, SONS & CO., Agents.

Hongkong, May 9, 1888. 750

To-day's Advertisements

NOR KOBE AND YOKOHAMA.

The Steamship *Gleaming*,

Capt. James Thom, will

be dispatched for the

above Ports on MONDAY, the 21st Inst.,

at 5 p.m.

For Freight or Passage, apply to

GEO. R. STEVENS & CO., Agents.

Hongkong, May 12, 1888. 786

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING OF THE MEMBERS will be held on TUESDAY, the 22nd Instant, at 4 o'clock p.m., in the City Hall, to NOMINATE A MEMBER of the CHAMBER to take the place of the Hon. A. P. MacEwen, in the LEGISLATIVE COUNCIL, during his absence, the 18th Instant.

By Order,

H. U. JEFFRIES,

Secretary.

Hongkong, May 12, 1888. 785

NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & CO., Agents.

Hongkong, May 10, 1888. 770

NOTICE TO CONSIGNEES.

S.S. ALBANY, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & CO., Agents.

Hongkong, May 10, 1888. 770

SHIPPING.

ARRIVALS.

May 11, 1888. —

Albany, British steamer, 1,480, Ed. Porter, London and Singapore May 6, General. —**ADAMSON, BELL & CO.**

May 12. —

Velox, German steamer, 630, Wulff, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 13. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 14. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 15. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 16. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 17. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 18. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 19. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 20. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 21. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 22. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 23. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 24. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 25. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 26. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 27. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 28. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 29. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 30. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

May 31. —

Phra Chao Kiao, British steamer, 500, Chooey May 5, Beaufort. —**EDWARD SCHELLHAAS & CO.**

THE CHINA MAIL.

Kwai Fong, having a total area of 1,833 square feet, was knocked down to Mr. U. Wong for \$15,300. Lot 2 consisting of No. 2, Ng Kwai Fong, area 473 square feet, was bought for \$2,000 by Mr. Cheung Kin Chun, who also became the purchaser of the next lot, No. 3, Ng Kwai Fong, area 456 square feet for \$2,000. Lot 4, No. 4, Ng Kwai Fong, area 548 square feet, fell after some brisk bidding to Mr. Tam Kwan Shi for the sum of \$3,950. Lot 5, a three-storyed house, foot, fisted \$13,100; Mr. Tam Kit being the purchaser, and the last lot, three houses, Nos. 14, 16, and 18, Possession Street, area 3,385 square feet, was sold to Mr. Tam Chun for \$32,000.

A TRIP ON THE PEAK TRAMWAY.

A party of Chinese, including Mr. Ng Choy, (barrister-at-law, and now in the Chinese Service at Tientsin), and Hon. Wong Shing paid a visit to Mr. Anderson at the Peak to-day, and through the courtesy of Mr. A. Findlay Smith they were conveyed to their destination via the Peak Tramway. We availed ourselves at the same time of the opportunity offered to us to make a trip in the cars—to experience the sensation of travelling, as it were, suspended between heaven and earth. On arrival at the lower terminus, St. John's Place, we found a crowd of natives gathered round the place to see the wonderful car travel to the Peak by itself, without the aid of the great cables. The car has not a very attractive look at first sight; and we confess that we shared the popular prejudice that the upright backs of the seats would prove very uncomfortable when on the incline of 1 in 2. But however much the car may be improved in the way of artistic embellishment, we must say that little could be done to improve the pleasantness and comfort of the ride. The passengers having, to use a nautical phrase, got on board, the manager, Mr. Anderson, telephoned to the Peak terminus that all was in readiness, and away the car went. One has a sensation of novelty in finding one's self in a moving car, with no horses or steam engine attached and of which the motive power is hid from sight. All one sees is the moving rope in front, or rather the revolving pulleys along which the rope passes. On leaving the lower terminus, the incline is very gradual, and the only sensation one experiences is that of moving along a perfectly smooth line without any jolting. On the tramway cars and railway carriages at home one has always to suffer more or less from deafening noise and jolting. The cars of the Peak tramway, however, run smoothly and almost noiselessly. Along the first part of the road the scenery is not extensive, but is beautiful and sylvan. On getting above Kennedy Road the view enlarges, and one can see the harbour and the town stretching out beneath, as you are soaring heavenwards, or at least peakwards. Looking up the hill, as the Bowen Road is approached, the steepest incline of 1 in 2 appears in view, and one has some qualms about dangling midway, in a heavy car at the end of a rope, on this steep hill, and cannot help thinking that it will be uncomfortably difficult to maintain one's seat. But all fears and apprehensions are dispelled as the car glides smoothly on. The seats of course are fixed, and as they always maintain the same position with reference to the car itself, no difference is found between travelling on the incline or on the level. It is only when one stands up and looks back that the slope of the car becomes manifest. And then it gives a peculiar sensation to one in the front of the car to look back or rather down on your fellow-travellers who are being pulled up, as it were behind you. From this altitude the view of the harbour and the surroundings is truly magnificent, and there is added to the pleasure of the scenery the agreeable feeling of soaring above the dull earth into cloud-land. On nearing the top of the steepest incline the descending car, whose progress one has been able to watch almost from its start, is met, and salutations are exchanged with these rolling down to the lower regions (of Hongkong). Once at the top of the big incline there is only one small step to run up and then the line takes a big curve towards the Gap. The only feeling one has on nearing the top is one of slight disappointment. The ride has been so pleasant, one could have wished it had lasted longer. The time taken was only 9 minutes.

As the line has not yet been officially sanctioned, it would perhaps be premature to give any technical details with regard to it. We may, however, mention one or two of the chief characteristics. The total length of the line is 4,990 feet and the height of the upper above the lower terminus is 1,207 feet. The gradients vary from 1 in 25 to 1 in 2. On the lower part of the line two steel rails of 35lb. per yard are laid, of 5ft. gauge, and forming a single line; and on the upper half three rails are laid, forming a double line. Half way is a cross siding with four rails about 130ft. long in the clear, having switches at the lower end. Steel sleepers, weighing 24lb. per yard, are bedded in lime concrete 6in. thick. The bridges, eleven in number, are constructed of wrought iron girders. The carriages are mounted on bogies, and carry about forty passengers, and when loaded weigh between five and six tons. The motive power consists of two pairs of compound horizontal engines with multibular boilers, each 40 n.h.p., and erected at the upper terminus. Motion is communicated to the carriages by means of a flexible plough steel cable, 3in. in circumference, passing over grooved winding drums, and tested to a breaking strain of 64 tons. Cable guide pulleys are placed along the line at distances varying from three to eight yards. Each carriage is fitted with two steel clip brakes, arranged to grasp the centre brake rail, and to get at all times, unless held out of action by the brakeman; also with a pair of steel clip brakes to work on the 35lb. rails. The centre brake rail is of steel, weighing 60lb. per yard, and is laid between the ordinary rails. It is jointed and fixed to the sleepers with solid bolts and clamps. The speed will be about six miles per hour, and reduced to four miles at the points and crossings.

Doubtless once the line is opened for traffic various improvements will be made in the cars, the landing platforms, &c., and perhaps the line will be extended to Queen's Road. In the meantime we are sure we may safely congratulate Mr. Findlay Smith and his co-directors on the successful termination of one of the boldest ventures that has been made in this part of the world. He and his associates had a great deal of jealousy and opposition to contend with at the outset. When the scheme was first mooted there seemed a risk of its being absorbed in a scheme for a low-level tramway and then thrown aside. The high-level tramway, however, has practically become an accomplished fact, while the low-level tramway is as much in embryo as ever it was. Leaving out of account engineering difficulties, of which only those who have undertaken such a work can have any idea, there was at the beginning the latent hostility of Peak residents to contend against, who did not favour a scheme which they thought would make the Peak "too common." Experience, however, has shown that the promoters were acting in the true spirit of progress. The town is rapidly extending and every year the demand for houses on the hill-top has increased. The tramway only anticipates a want which would become an urgent necessity in a few years. It opens up a health resort which hitherto has only within the reach of a few wealthy residents and will thus contribute to improve the health of the whole town. The line is admirably situated, for it cuts the town in two and seems like a conduit pipe leading from the heart of the town to the hills above.

Along with Mr. Smith, who has devoted a large portion of his time to the superintendence of the work, we must mention Mr. J. F. Boulton, C.E., the engineer in charge, and Mr. James Anderson, the manager, who contributed largely to the success of the enterprise. Mearns Fenwick & Co. and Mr. Robbeck have furnished a part of the material, and their work was highly satisfactory. We hope that the official opening will take place in a few days, when we may take the opportunity of giving further details.

'FRAGRANT WATERS' MURMUR

That the Hon. A. P. MacEwen, who has actually departed this time, has done really good service to the Colony while in the Council; and all residents will unite in wishing him bon voyage and a pleasant holiday, while they promise him a hearty welcome back when he resumes his place here.

That Mr. MacEwen's absence will probably not be regretted by some of the officials, as his questions usually necessitated a good deal of busting around.

That Mr. MacEwen has shown that the Tung Wah Hospital should not be used as a boarding house, and that its Lunatic Ward (or cage) is not the best place to our fellow-travellers who are being pulled up, as it were behind you. From this altitude the view of the harbour and the surroundings is truly magnificent, and there is added to the pleasure of the scenery the agreeable feeling of soaring above the dull earth into cloud-land. On nearing the top of the steepest incline the descending car, whose progress one has been able to watch almost from its start, is met, and salutations are exchanged with these rolling down to the lower regions (of Hongkong).

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That the letter of Captain Stuart was so true that it will not look well when it appears in Lloyd's, and that the Directors have something to answer for to their shareholders.

That all letters are surely at 'sonder's risk' unless registered; and at whose risk are registered letters for China, supposing registration is permitted, of which no word is said?

That the Fire Brigade bonus has stirred up my bilious temperament in a most terrible way, and I cannot permit my pet to describe the contempt I feel over the partition of the spoil as described by the Colonial Secretary.

That some officials are blest or curs'd exceedingly thick hides.

That the Directors seem to have bowed

very low indeed to the Great Panjandrum of Finance and Finesse, and it looks very like as if the G. P. had not responded 'worth a cent': so that the great man now smiles serenely, while the Dock Directors look as yellow as a pumbolo and as foolish as a boy who had broken a window and failed to find the proverbial sixpence.

That the letter of Captain Stuart was so true that it will not look well when it appears in Lloyd's, and that the Directors have something to answer for to their shareholders.

That, as Captain Stuart says, there can be little doubt that the Secretary of the Company advised differently, and that he would have been largely supported by shareholders against the Directorate.

That foolish action of this kind plays unfortunately into the hands of those who wish to bear the stock.

That three things surprise me—(1) that the dredge was not purchased by the Dock Company, (2) that the sale was not done publicly instead of privately, and (3) that the Company ever gave way under pressure to any kind of threat.

That the shareholders had better see to it that their Board do not neutralise all the good they are paid to do.

That the Chamber of Commerce will soon

meet to elect a temporary Deputy to our

House of Representatives, and that the

result is pretty nearly a foregone conclusion.

That names have been mentioned, because I suppose it is regarded as delicious incense to the vanity of certain persons, although the ultimate election is almost a certainty.

That the latest name that has been so honoured is that of a leading broker who can certainly claim the qualification, of a

lengthened residence in the East.

That, as has been frequently stated, the Queen's Counsel would make a lively stir in Council, but he has little or no chance, as Mr. Layton will be the favourite.

That Mr. Layton is a good man and true, and is deserving of every consideration as the trusted head of one of our oldest and most respectable houses, having a large stake in the Colony.

That I hear Mr. Francis has a few very influential supporters, but—not this time. That the Colony has secured a good man in Commander Kumsey, and I heartily congratulate him upon the confirmation of his appointment: no official has more in his power to advance the well-being of the Colony than the Harbour Master and Marine Magistrate.

That nothing more has been heard lately of the Sunday labour agitation, and the Work proceeds.

That the action of the Australian Colonies is, as the Governor truly described it, "unheard-of," and must have been dictated by some as yet unknown cause, so that there can be no reason to doubt but due compensation will be recovered by those who have suffered directly from the hasty action of these Governments.

That a most valuable trade is steadily springing up with Australia, and it would be a calamity if cordial relations were to be embittered at the outset by hasty action on the part of the Australian Colonists.

That it may not be generally known that Lord Salisbury, the present Premier of England, once roughed it for three months on the Bendigo Gold-fields in the height of the gold fever in 1853, when he was Lord Robert Cecil.

That the hon. the Surveyor General displayed his usual generalship in the wording of his answer to Mr. MacEwen—the water mains, an answer worthy of a disciple of Loyola, and the Governor deserves great credit for the clever way he left the responsibility to fall upon the right shoulders.

That there are several reasons why His Excellency should be particular in disavowing responsibility in this matter.

That I think the public are, on the whole, very well pleased with the manly utterances of the Governor, and with his evident desire to deal fairly with all interests; and we all regret to hear that his strength is scarcely equal to his desire to get through his work honestly.

That he was credited in certain quarters with somewhat autocratic tendencies when he first came amongst us, which so far have not been developed in any offensive way, and it is to be hoped never will.

That it is a clear duty of the Government to provide a Home under proper management, for the unfortunate whom our law rescues from the clutches of the pro-cures, but ample security should be taken that thorough supervision is exercised.

That I am glad to hear the Rev. Mr. Ost has begun this work of training in an unobtrusive and small way, and has now seven girls under his charge.

That the Hon. C. P. Chater has again appeared in the light of an enterprising and very sharp business man, in the 'Argus' business, and that the Directors of the Dock Company appear in quite another light altogether.

That in fact the holders of Dock shares are indignant at the hopeless, humiliating and feeble action of the Directors throughout this business; and if I were to jot down all I hear about this unaccountable affair, you would hesitate to give it publicity.

That the Directors seem to have bowed

ready, but I got some ready. I got two barrels of bread out and put them on deck. I also got out some canned meat. By this time the Captain's boat had gone. My wife was in it. I sang out to him 'Why did you go away boat?' and he said 'to take the next boat.' I went to the cabin to get some small stores. His mate was there. I saw the Captain's papers in their usual place there, and I went to take them. The articles were there and several other papers. I asked the mate to take them, but he would not have them. I intended to put them in my trunk and took it out, but the mate would not take it in the boat. I told him the Captain's papers were in the trunk. He said 'Don't touch the Captain's papers.' He said if I did not hurry up I should be lost. I then went into the boat. The mate went back to the cabin and took the Captain's gun and revolver. I heard a lot of talk afterwards about the Captain and the first and second officers falling out. I heard the mate and the second mate say if the Captain was going to set nasty with them they would be nasty with him, that they had no anchors and chains up and they thought they could make something out of it. No signal was made to the vessel that was in port. I don't know what the ship's name was. She went out the day after we landed. I heard orders given about having the anchors and chains ready before we got to Guam. They were not ready yet. I don't know why.

The Chief Officer on being asked if he had any questions to put to the witness, said the statement about the Captain's papers was false.

The witness on being questioned on the point again adhered to his previous statement.

Atmos Henniger said—I joined the Rock Terrace in Philadelphia on 19th September last. I signed as second mate. I have no certificate. I had charge of one of the watches, the captain's watch. It was my watch in the afternoon of the day the ship struck on the reef. I did not interest myself in any way in the navigation of the ship, except that I was given a course to steer and saw that that course was steered. After the ship came off we found a pump which was leaking. We had two buckets and each bucket had two buckets and were worked by a fly-wheel. When I joined I did not go below to examine the pump-well and limbers. The buckets were 8 inches in diameter. After we went to sea the ship was pumped every four hours whether the weather was fine or bad. I used to sound the well before they began to pump. I used generally to find eleven to twelve inches. The pumps both stopped at 9 inches. We chiefly used the port pump as she had a list to port. I consider from two to three inches in four hours a good deal of water to make. I have never been on any other ship that made so much. The greatest amount of water ever I saw her make before she went on the reef was 32 inches in four hours. I was in the first officer's watch. I used to sound the well before they began to pump. I used to pump for five or ten minutes, then the mate's watch began to pump and got a suck in half an hour. I started to go aft then and the captain asked me what I thought of it. I said I thought we could keep the ship afloat. He then asked the chief mate and me if we thought we could take the ship to Japan. We said we thought we could. The Captain then called all the mates aft and said it was his intention to take the ship to Japan. They said they would do the best they could. We kept pumping almost steady all that night as we could not absorb him from blame, and we regret to have to direct that his certificate be suspended for a period of 6 months, but recommended that a first mate's certificate be issued to him during such suspension.

From the evidence before us we are of opinion that the conduct of the mate, Augustus Harris, under the circumstances, was in his special sphere of duty, was sufficiently culpable to amount to a wrongful default. Instead of assisting the master to the best of his ability under the trying circumstances, he appears to have been one of rather more than passing instances; and we are of opinion that he had acted differently he might have sustained the Captain and been the cause of saving at least the cargo of the ship. Under these circumstances we direct that his certificate of competency be suspended for a period of six months.

The certificates could not be handed in as they were lost with the vessel.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

The following is the Report of the Directors which was to be submitted at the Sixth Annual Ordinary General Meeting of Shareholders, to be held at the Cannon Street Hotel, in the City of London, Monday the 16th day of April, 1888.

The Directors have the pleasure to submit the General Balance Sheet and Profit and Loss Account for the year ending 31st December, 1887, duly audited.

This sum it is proposed to apply as follows:—
To 'Depreciation and Boiler Fund' 11,904 14 5
In payment of a dividend at the rate of 10s. 6d. per Share, free of Income Tax (being 7½ per cent. on the Called-up Capital) 7,470 0 0
Balance to be carried to New Account 2,820 10 6

This sum it is proposed to apply as follows:—
On demand, 2112
" 30 days' sight, 2112
" 4 months' sight, 2112
Credits, 4 months' sight, 3/6
On Paris—
Orfemont, 3/7
Credits, 60 days' sight, 3/8
On Bombay—
Wiro, 222
On demand, 222
On Calcutta—
Wiro, 222
On demand, 222
On Shanghai—
On demand, 72
" 30 days' sight, 72
" 3 months' sight, 72
Capital, 100 fine 32.30
Surplus, 36.04

£22,261 13 12

This sum it is proposed to apply as follows:—
To 'Depreciation and Boiler Fund' 11,904 14 5
In payment of a dividend at the rate of 10s. 6d. per Share, free of Income Tax (being 7½ per cent. on the Called-up Capital) 7,470 0 0
Balance to be carried to New Account 2,820 10 6

This is the sum it is proposed to apply as follows:—
On demand, 2112
" 30 days' sight, 2112
" 4 months' sight, 2112
On demand, 222
On demand, 222
On Shanghai—
On demand, 72
" 30 days' sight, 72
" 3 months' sight, 72
Gold Leaf, 100 fine 32.30
Surplus, 36.04

Temperature.

Taken at Messrs. Guillard & Co.'s Premises, Queen's Road,

BALOMETER—9 A

TWO LOVERS.

Two lovers by a moss grown spring—
They leaned soft cheek to together there,
Mingled the dark and sunny hair,
And heard the wailing thrushes sing,
O, budding time!
O, love's best prime!

Two wedded from the portal steep;
The bells made happy carols,
The air was soft as fanning wings,
While petals on the pathway swept,
O, pure-eyed bride!

O, tender bride!

Two faces o'er a cradle bent;
Two hands above the head were locked,
These pressed each other, white they
rocked;

There watched a life that had sent:
O, Sullen hour!

O, hidden power!

Two parsons by the evening fire;
The red light shone about their knees;

On heads that rose by slow degrees,
Like buds upon the lily sprout.

O, patient life!

The two still sit together there;
The red light shone about their knees;

But all the heads, by slow degrees,
Had gone and left the lily pair.

O, vanished past!

The red light shone about the floor,
And made the space between them wide;

They drew their chairs up side by side;

Their pale cheeks joined, and said "Once
more!"

O, memories!

O, past that is!

—George Eliot.

SOOCHOW: THE CAPITAL OF KIANGSU.

HEAVEN ABOVE, BELOW, SOOCHOW.

The following attractive description of the Capital of Kiangsu is part of a paper by the Rev. H. C. du Rose, who contributes it to the May number of the *Chinese Recorder*.

On the banks of the Grand Canal, 50 miles

West of Shanghai, 12 miles East of the Great Lake, and 40 miles South of the Yangtze, stands a far-famed city, the silk metropolis of the Orient. Even in this hurried nineteenth century a crowd of admirers stand with reverent awe around the status of antiquity, and gaze upon its towering heights which seem to pierce the clouds. Let us go back two millenniums, and then along these same streets we now tread, the father would lead his son and point to halls and palaces covered with the ivy of centuries. Twenty-four hundred years have these walls stood, and on these cobble-stone pavements eighty generations of men have trod to and fro. Founded B.C. 600, it was laid out only 260 years after Romulus traced the walls of the ancient mistress of the world, whose glory for fifteen centuries has consisted in the broken monuments of former grandeur, while during these latter fifteen hundred years, Soochow has been a literary and commercial centre. It was built during the lifetime of Confucius and synchronous with the completion of the second temple at Jerusalem in the time of Ezra. There is a stone map in the Confucian temple nearly 1,000 years old, and on it the streets and temple sites are almost identical with the present. China was not always the solid cube it is at this time. Before the warring states had amalgamated, Soochow was the capital of the "Kingdom of Wu," as the country South of the Yangtze was called. It included a portion of this and the two adjacent provinces, and was independent from the 12th to the 4th centuries (B.C.) inclusive.

IT IS KNOWN.

The Chinese have a proverb, "Above is Heaven; below, Soochow and Hangchow." Travellers tell us that throughout the eighteen provinces the Celestial speech of Soochow is the terrestrial Paradise. The Buddhists point their votaries to the Western Heaven; the Taoists to the Isles of the Immortals in the East, but this practical people consider it quite enough happiness to reside for three score and ten years in "Beautiful Soo." The gardens where flowers bloom through three and a half seasons, the gilded pleasure-boats, the palatial tea-shops, the fine chairs borne on the shoulders of coolies, the streets thronged with men robed in silks and furs,—for here it is men, not the gentler sex, who patronize fashions' bazaar—that is the Chinaman's heart desires.

The city was founded during the latter years of Confucius, the "thronless king," and though his foot never trod these streets, nor his eye beheld the mountain, lake, and plain, yet he made Soochow his literary capital, the centre of his domain of letters, and so for twenty centuries to the four hundred millions it is what Athens was to the little peninsula on the Aegean. In this book-loving land it is "down hill in every direction" from Soochow. During the dark ages of Europe this city was as bright as England during Queen Anne's reign. Proud scholars have crowded the examination halls, authors have filled the shelves of the book stores, and poets have sung of the old landmarks so celebrated in history.

The birthplace of statesmen,—many of those who have wielded the destinies of the Empire have been Soochow men. It is surprising where aristocracy is not necessarily hereditary, and where it is.

Bismarck does not have to be Chancellor. He owns a distillery that makes a million gallons of whisky per year, and can bring on a war without being in office."

The Woman's Congress recently held in Washington was made discordant by two English women. Miss Taylor, stepdaughter of John Stuart Mill, refused to sit in the hall with Mrs. Ashton Dilke. Whereupon Mrs. Dilke declared that the delicacy was mutual, for the relations of Miss Taylor's mother with Mr. Mill were more notorious than legal.

Several cooks in New York have sued their employers for complaining about their dinners. Such complaint is construed to be defamation of professional character. It will hereafter be prudent for a man to avoid a law suit by being suited with his daily bread.

THE WEALTH AND THE POVERTY.

As might be well imagined, wealth has accumulated in this great emporium. The large wholesale houses, the pawn-shops, whose capital amounts to millions, the enormous value of real estate, the great trade which centres in the city, the variety of manufacturing interests, all prove how vast is its wealth. Banks are numerous, and though the exterior of the building may be plain the interior of the vaults displays the greatest deposits of silver. Millions from other sections select Soochow as a place of residence. The land within a radius of twenty miles is mostly owned by those who dwell within the walls.

They are the "happy families" who receive their "rent rice" and enjoy the fruits of other men's labours. This is a land of contrasts; along beside the money of the rich lies the penury of the poor. In the tenement houses from ten to thirty families are huddled together, some in two rooms, some in one room, and some whole families in one-half of a room. Tens of thousands live on the poorest pitance, and some know not the pleasure of a hearty meal of food. With their board, the wages of book-keepers &c from \$5 to \$3

of men; of clerks from \$2 to \$4; of men servants \$1 with perquisites, and of women fifty cents with meat once in two months. At embroidery, women usually earn from three to eight cents a day. Between the upper and lower strata is the large middle class of well-to-do shopmen and mechanics who dress well, eat an abundance of rice, vegetables and fish, and live happily from one year to another in the Paris of the Middle Kingdom.

THE EXPECTANT MANDARIN.

Used is the title of a Chinese official, log out of office he is not permitted to engage in trade, and must live on the earnings or sprees of his for more term of years. The Mandarins of this class are frequently sent as deputies in special cases. There are said to be 2,448 "official dependents" in this provincial capital, each with from ten to thirty retainers, or in round numbers all told 40,000 who form an idle portion of the population, as they simply buy and eat and enjoy themselves, all hoping for a vacancy in some distant Yamén. Patience is a cardinal virtue, for it may be two years and it may be five that the official must keep up the appearance of wealth and station, though he may be in desperate straits and living on borrowed capital.

CHARACTERISTICS OF THE PEOPLE.—HOW THEY LIVE.

The "South of the River" people are not remarkable for their height or physical strength, for rice is not the food that furnishes muscle. The young scholars as a class are more like girls than men, and to look for the Greek athlete Shoehorn is no place. There is a comparatively more freedom allowed the gender sex in this city than in other places. Thus of the middle class about the streets a great deal and visit the stores and also at times the pleasure gardens. It is generally estimated that five per cent of the women can read. Shoehorn is noted for its pretty ladies. Owing to the great wealth, accumulated here and to the numbers who are idle, we would naturally expect much voluptuousness, and not a little looseness of morals among the gilded youth of China's Babylon, and in this respect we find the facts agree with the theory. Instead of running down the catalogue of open sins we will single out one vice for which we think the Soochowites are in a marked degree distinguished, and that is the ease with which they curse. Perhaps in the most profane language they would among all tribes and nationalities be assigned the highest position. The inimitable, obscene, blasphemous language proceeds from their lips. They curse on the streets, in the teashops and in their homes. Men curse and women curse, and the first words that infant pronounces are profane. A few foreign words are in their dictionary.

Seigels Operating Pills are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy exhaust for the bane of our lives—constipation and sluggish liver.

These Pills prevent fever and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of Seigels Operating Pills will break up the cold and prevent the fever.

A coated tongue, with a brackish taste, is caused by foul matter in the stomach. A few doses of Seigels Operating Pills will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Ointments disease, or partially decayed food, causes sickness, nausea and diarrhoea. If the bowels are cleansed from this impurity with a dose of Seigels Operating Pills, these disagreeable effects will vanish, and good health will result.

Seigels Operating Pills prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pills, being sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

FOR SALE BY ALL CHEMISTS, DRUG-

GISTS, AND MEDICINE VENDORS,

PROPRIETORS:

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Two Months.

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CHINA MAIL—Every Day.

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COMPARATIVE CHINESE-FAMILY LAW.

By E. H. PARKER.

Can be obtained from KELLY & WALKER,

CHINCHIN, American ship, Captain I.

M. Beare, Russell & Co.

Royal British ship, Capt. E. E. Robbins.

Messageries Maritimes.

Hongkong, May 10, 1888.

774

THE CHINA MAIL.

Two men; of clerks from \$2 to \$4; of

men servants \$1 with perquisites, and of

women fifty cents with meat once in

two months. At embroidery, women usually

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